LOK SABHA

Friday, March, 13, 1992/Phalguna, 23, 1913 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

[*Translation*]

Development of Existing National Highways

+

*245. SHRI RAJENDRA KUMAR SHARMA:
SHRI RAMESHWAR PATIDAR:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the details of the proposals submitted by the State Governments for development of existing National Highways in their respective States, Statewise;

(b) the action taken by the Union Government thereon; and

(c) the funds proposed to be provided for development of existing National Highways during 1992-93, Statewise?

[*English*]

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (c). A statement is laid on the Table of the Sabha.

STATEMENT

(a) to (c).Proposals for development of existing National Highways during 8th Plan involving an outlay of Rs. 13,349.60 crores have been received from the States as detailed in the Appendix. The budget for 1992-93 provides for an outlay of Rs. 445.50 crores for National Highways, all of which will be spent on continuing as well as new works on existing National Highways. The Statewise allocation will be finalised after the Demand for Grants are approved by Parliament. The proposals for the entire 8th Five Year Plan have not been decided pending the finalisation of the 8th Plan.

APPENDIX

Statement of Proposals for Development of Existing National Highways During 8th Plan Period Received from the States.

(Rs. in Crores)

S. No.	*State*	*Road Works*	*Bridge Works*	*Total*
1.	Andhra Pradesh	2702.20	362.00	3064.20
2.	Arunachal Pradesh	15.54	5.11	20.65

(Rs. in Crores)

S. No.	State	Road Works	Bridge Works	Total
3.	Assam	545.50	60.00	605.50
4.	Bihar	538.00	87.00	625.00
5.	Goa	113.00	50.67	163.67
6.	Gujarat	946.52	266.57	1213.09
7.	Haryana	448.26	37.92	486.18
8.	Himachal Pradesh	139.00	67.32	206.32
9.	Karnataka	378.35	51.35	429.70
10.	Kerala	391.55	215.28	606.83
11.	Madhya Pradesh	500.00	146.00	646.00
12.	Maharashtra	498.00	59.00	557.00
13.	Manipur	51.00	10.60	61.60
14.	Meghalaya	142.40	9.21	151.61
15.	Nagaland	37.75	3.00	40.75
16.	Orissa	398.40	53.00	451.40
17.	Pondicherry	7.93	–	7.93
18.	Punjab	515.09	57.57	572.66
19.	Rajasthan	615.00	60.50	675.50
20.	Tamil Nadu	1101.84	18.66	1120.50
21.	Uttar Pradesh	511.40	223.50	734.90
22.	West Bengal	794.52	114.09	908.61
	Total	11391.25	1958.35	13349.60

[*Translation*]

SHRI RAJENDRA KUMAR SHARMA: Mr. Speaker, Sir, through you, I would like to say that national highways are very important for the nation. During the last forty-four years highways have been neglected very much.

The the figures reveal that Government

Collects Rs. 5040 crores every year as revenue through National Highways. (*Interruptions*)

MR. SPEAKER: Do not speak in this way. Please do not start giving a speech.

SHRI RAJENDRA KUMAR SHARMA: This question is linked with it. Government collects revenue of rupees five thousand and forty crores rupees through Highways but it spends rupees two thousand crores of rupees. The whole nation is witness to the deteriorated conditions of these road and experiencing many problems and hardships due to their bad condition. Every day thousands of people meet with accidents because of bad condition of roads and die. Similarly, there is a question of encroachment. By passes have not been reconstructed for the last seven years. The increase in pollution and the conservation of petrol are other important questions. I would like to know as to what is the basis of the allocation of the money to various States. What are the criteria of distribution of funds among states? How would you distribute the funds among States? Hon. Minister should inform the House in this regard.

[*English*]

SHRI JAGDISH TYTLER: Sir, there is no doubt that we have received a lot of proposals from the State Governments involving an outlay of Rs. 13349.60 crores. Looking at the resources and the funds available from the Planning Commission, it is not possible to do all the work or to give money for all the work which the State Governments are asking the Central Government to do. We have sanctioned some money which we have received from the Planning Commission and we are also waiting for the Parliament to approve our Budget in respect of our Ministry. After that, we can decide about the allocation to the different States.

[*Translation*]

SHRI RAJENDRA KUMAR SHARMA: Mr. Speaker, Sir, through you, I would like to submit that two and a half years ago Congress Government had taken a decision for the setting up of an authority for the maintenance of the national highways. Is the Government taking any initiative to give concrete shape to the decision? Does the Government propose to set up Highways Finance Corporation in pursuance of the decision taken two and a half years ago? Sir, I would like to give this much information through you.

MR SPEAKER: You are not to give any information. You are required to ask question. I am not allowing you.

SHRI RAJENDRA KUMAR SHARMA: Is the Government going to set up any authority in this regard?

[*English*]

SHRI JAGDISH TYTLER: There is no proposal which has come.

[*Translation*]

SHRI RAMESHWAR PATIDAR: National highways are the life line of the nation. But no attention has been paid during the past so many years to this life line of the nation. That is why National Research Institute was compelled to observe that.....

MR. SPEAKER: Please ask question only, do not deliver a speech.

SHRI RAMESHWAR PATIDAR: I am coming to the question. National Research Institute has conducted a survey and on this basis it has observed that ninety eight per cent of our national highways are not transport worthy going by the international standards. I would like to know from the hon. Minister if Government is contemplating to invite private sector to participate in the construction of national highways. Will the Government make an announcement regarding issuing the public sector bonds? I belong to Madhya Pradesh and Madhya Pradesh is one of the states of our country,

that is surrounded by seven states but has the lowest length of national highways. The total length of national highways in the State is two thousand seven hundred and sixty three kilometers. Madhya Pradesh has sent many proposals regarding declaring more roads as national highways but only thirty per cent national highways have been declared as national highways in Madhya Pradesh. That is why the state is very backward from national highways point of view. Would the Government give more priority to this state in the matter of construction of national highways.

[English]

SHRI JAGDISH TYTLER: We are bringing in this Session hopefully, a Bill to Amend NH Act in order to levy fee which will also enable involvement of private sector. I will not call it privatisation. A toll will be levied and private parties will be allowed to come and make express ways and national highways. There are set norms for declaring national highways and we will work according to those norms.

SHRI PAWAN KUMAR BANSAL: Mr. Speaker Sir, National Highway – 1, the historical Shershah Suri Marg has contributed immensely to the nation's progress and kept the nation on move. The four-laning of the stretch from Delhi to Ambala and Ambala to Amritsar has been unduly delayed. I would like to know from the hon. Minister in this context as to what the criteria are for selection of externally aided projects and what really the World Bank's package is, as far as national highways are concerned. By what time will the four-laning be completed?

SHRI JAGDISH TYTLER: As far as four-laning of National Highway-1 is concerned, work relating to widening and strengthening the existing carriage way is already in progress. As regards the criteria for selection of externally aided projects, there are six points for identification of projects for loan by external agencies. Government of Japan is also giving loan for the development work. The work has to be included in the normal plan for development of national highways. The projects should have high economic rate of returns. The loan is generally taken for four-laning of express ways and high-traffic density corridors. Projects identified are generally spread all over the country in order to expose the States to modern technology. In addition, the Asian Development Bank insists that the projects should serve industrial belts. Projects are finally selected by the Bank on the basis of their own assessment based on techno-economic feasibility studies and keeping in view the size of the loan.

SHRI K.P. SINGH DEO: Since the last 10 years, some of the traffic from National Highway - 5 viz. Calcutta – Madras Highway, which should be going through National Highway – 42, has been diverted because of damage to bridges on National Highway-42. In the last session, the hon. Minister stated that the 8th Plan, they would consider the alternate route used by NALCO and NTPC for heavy traffic. This is between Sukhinda, Bhuvan, Kamakhya Nagar and Talcher on National Highway-42. I would like to know whether this parallel route will also be considered in the 8th Plan.

SHRI JAGDISH TYTLER: I can consider it only when the allocation to my Ministry is finalised.

SHRI SRIKANTA JENA: Sir. the four-laning of Cuttack to Bhubneswar, NH-5, is pending with the Government of India since the last two years. The Government of Orissa has repeatedly requested the Government of India to clear this project so that this becomes the biggest link in our country. May I know from the hon. Minister when this project is going to be cleared by the Government of India?

SHRI JAGDISH TYTLER: Sir, the answer is same as I gave to the hon. Member from Orissa, earlier.